Senior Transportation Officer Qualification Course
Introduction to Movement Control

Motivator

Of the Transportation System Elements, Mode Operations, Terminal Operations, and Movement Control, Movement Control is the most critical.

In this lesson, you will learn about the fundamental principles of Movement Control.

Knowing these principles will prepare you to work with joint and multinational organizations to establish Movement Control centers and teams.

As a Senior Transportation Officer, applying these principles will aid your execution of distribution operations in hostile and primitive operational environments.

Senior Transportation Officer Qualification Course
Introduction to Movement Control

Objectives

Action:
Identify Movement Control and its core concepts and principles.

Condition:
In an environment configured for Interactive Multimedia Instruction (IMI).

Standard:
Identified Movement Control and its core concepts and principles to include:

- Centralized control
- Decentralized execution
- Regulated movements
- Fluid and flexible movements
- Effective use of carrying capacity
- Forward support
- Types of movement
- Forward Destination Reporting Points

Senior Transportation Officer Qualification Course
Introduction to Movement Control

Lead-in

LEAD-IN

As a Senior Transportation Officer, applying these principles and concepts presented in this lesson will:

- Aid your execution of distribution operations in hostile and primitive operational environments
- Promote effective relationships with joint and multinational organizations in the planning and execution of transportation operations
- Give focus to the development of a Movement Control Program

The concepts and principles learned in this lesson will facilitate the successful movement of critical supplies in primitive environments, be conducive to effective relationships with joint and multinational units, and provide focus to your development of a Movement Control Program.

Senior Transportation Officer Qualification Course
Introduction to Movement Control

Definition

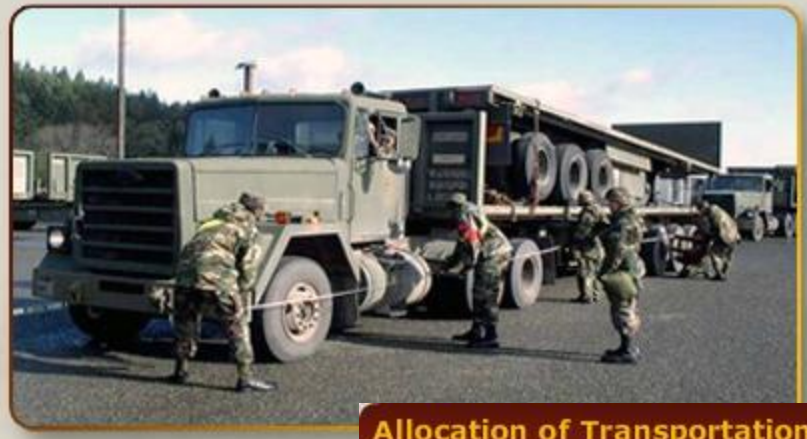
Movement Control is a tool used to allocate resources and capabilities in balance with requirements needed to support the combatant commander's priorities.

Movement Control acts as a continuum in which these activities occur when addressing combatant commander requirements:

- Planning
- Routing
- Scheduling
- Controlling
- Coordination
- **In-transit Visibility**
- **Allocation of Transportation Assets**

Movement Control is the most important element of a transportation system.

It is the continuum in which logistics and other programs synchronize and integrate to achieve desired objectives across a spectrum of operations.



In-transit Visibility

The whereabouts of personnel, units, equipment, and supplies must be maintained as they move over Line(s) of Communication (LOC).

Allocation of Transportation Assets

The allocation of transportation assets are made according to command planning directives.

Direction on asset allocation may also be addressed in the command's Movement Control Plan.

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Introduction to Movement Control

Movement vs. Maneuver

Movement takes place during maneuvers and transportation missions.

What sets transportation movement apart from maneuvers is:

- Maneuver is the movement of forces supported by fire to achieve an advantage from which to destroy the enemy.
- Movement, such as that done by transportation units, involves moving equipment, supplies, and personnel over the LOC.

There are times when transportation movement is timed with maneuvers or other combat operations in order to afford greater protection for transport.

Transportation movement occurs along the lines of communication for purposes other than defeating the enemy.

This differentiates it from maneuvering movements that are made to conquer an enemy.

Deployment Phases

Movements in support of deployment also fall in the purview of the Transportation Corps.

Deplyment has four phases:

- **Pre-deployment Activities**
- **Fort-to-Port**
- **Port-to-Port**
- **Port-to-Foxhole**

Select the highlighted text for additional information.

Port-to-Foxhole

Reception, Staging, Onward Movement, and Integration (RSOI) occurs during the Port-to-Foxhole Phase of deployment.

Adequate throughput to expeditiously process and support the arrival of deploying units at the port of debarkation is essential.

Support during the Port-to-Foxhole Phase may be provided by:

- Theater support contracts
- External support contracts (primarily the Army Logistics Civil Augmentation Program or LOGCAP)
- Regionally available commercial host nation support
- Military assets

Pre-deployment Activities

In addition to honing unit skills in preparation for missions, units must also be prepared to move.

Dedicated Movement Control Officers (MCOs) trained in this function are critical to the unit's readiness to move.

The supported Combatant Commander (CCDR) validates movements requirements developed during deployment planning.

Fort-to-Port

Movement to and activities at the Port of Embarkation (POE) are executed during the Fort-to-Port Phase.

The receipt of the Air Mobility Command (AMC) air tasking order and Surface Deployment and Distribution Command (SDDC) port call message initiates (POE) operations.

Units are typically moved to the POEs by convoy or commercial surface transport.

Port-to-Port

Movements to the Port of Debarkation (POD) are conducted during the Port-to-Port Phase of deployment.

USTRANSCOM operates the Defense Trasnportation Service (DTS) and provides common user strategic transportation to support the CCDR for deployment.

Key Points

KEY POINTS

The following key points were discussed:

- Definition of Movement Control
- Movement Control activities
- Types of movement
- Deployment Phase movements

The control of movement is essential for successful force projection and support.

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Introduction to Movement Control

Quick Challenge

QUICK CHALLENGE

In which deployment phase do theater contracts or regional contractors provide movement support?

Select the best answer and then select Submit.

A. Pre-deployment activities

B. Fort-to-Port

C. Port-to-Port

✓ D. Port-to-Foxhole

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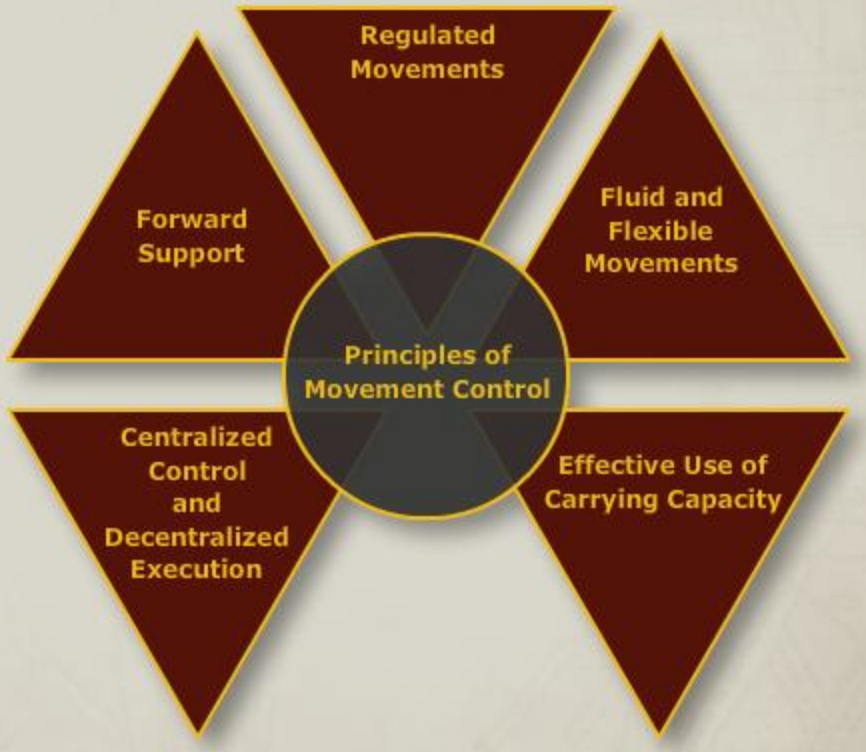
Introduction to Movement Control

Principles

Principles guide how to address known problems and those yet to be overcome.

These Movement Control principles will give you the means to confront challenges you will inevitably face:

- Centralized control and decentralized execution
- Regulated movements
- Fluid and flexible movements
- Effective use of carrying capacity
- Forward support



The Transportation Corps has addressed challenges presented by conditions and environments all over the globe.

Guiding principles, such as these Movement Control principles, can direct you to the correct course of action.

Senior Transportation Officer Qualification Course
Introduction to Movement Control

Centralized Control and Decentralized Execution

Centralized control uses a **focal point** for transportation planning and resource allocation.

This focal point exists at each level of command involved in an operation.

Decentralized execution gives terminal and mode operators the authority to assign transportaion assets that will meet the requirement.

In keeping with Army-wide doctrine, transportation missions capitalize on the advantages offered by centralized and decentralized control.

Focal point

Focal point is an individual or unit that is aware of the current and future requirements of the supported force, as well as the capabilities available to meet the requirements.

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Introduction to Movement Control

Regulated Movements

The Regulated Movements Principle is especially important when sharing resources with allies/host nations.

This principle promotes transportation efficiencies by applying these three criteria to decision making:

- **Cargo apportionment**
- Regulate Traffic through the LOC
- Establish Force Projection priorities

Consideration when regulating movements include:

- **Saturation**
- **Validation**

The use of host nation resources creates a smaller Army logistics footprint and promotes a healthier local host nation economy.

Addressing these concerns may facilitate efficient coordination with host nation contractors.

Cargo Apportionment

Efficient apportionment of cargo relative to available assets makes efficient use of assets and decreases costs.

Saturation

Saturation occurs because highly mobile forces extend resupply lines and increase supply consumption rates.

Validation

Movements must not be validated, approved, or initiated if any part of the transportation system cannot meet the requirement.

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Introduction to Movement Control

Fluid and Flexible Movements

The Fluid and Flexible Movements Principle encourages staff planners and movement managers to:

- Anticipate the need for alternate modes and routes
- Provide the uninterrupted movement of personnel, supplies, and equipment
- Be capable of rerouting and diverting assets
- Have linkage to information and communications systems to respond to the changing battlefield with shifting conditions and priorities

Movement Control cannot be successful unless traffic can be diverted or rerouted.

As a Senior Transportation Officer, you should be aware of alternate routes and maintain in-transit visibility.

These practices are necessary to apply the Fluid and Flexible Movements Principle.

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Introduction to Movement Control

Effective Use of Carrying Capacity

The goal of this principle is to keep transportation assets loaded and moving as much as the tactical situation permits.

To follow this principle, you must:

- Ensure disciplined use of returning transportation assets to support retrograde operations
- Facilitate fast offloading to return the assets to the system to increase capability for later operations
- Avoid fully loaded transport equipment sitting idle or partially loaded equipment

Keeping transportation assets loaded with the right cargo in transit to the right place is a cornerstone of transportation efficiency.

Awareness of what assets you have available will help you adjust operations to the operational tempo.

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Introduction to Movement Control

Forward Support

The goal of the Forward Support Principle is to allow movement managers the ability to:

- Provide rapid delivery of supplies, personnel, and equipment as far forward as possible as the tactical situation requires and permits
- Ensure rapid reception and clearance at destination units

Delivering supplies and personnel as far forward as possible is a primary objective of the Forward Support Principle.

Security may not be stable at forward destinations and rapid reception and clearance at the destination point may be critical to Soldier safety.

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Introduction to Movement Control

First Destination Reporting Points

Movement Control personnel and Movement Regulating Teams (MRTs) provide First Destination Reporting Points (FDRP).

An FDRP is a point established near a boundary or along an MSR, and can be operated by anyone with good communications.

FDRP tasks include:

- Track location of critical supplies
- Perform Movement Control functions
- Provide instructions to convoys
- Provide and receive latest intelligence
- Reroute convoys/vehicles
- Provide information on routes and weather
- Establish brigade "light line" for black-out driving
- Provide a linkup point for armed convoy escort vehicles

Although many units are digitized, First Destination Reporting Points are routinely required since other supporting units, host nation elements, and/or contractors lack digital equipment.

These reporting points provide a means to execute Movement Control principles.

Senior Transportation Officer Qualification Course
Introduction to Movement Control

Key Points

The following key points were discussed:

KEY POINTS

- The principles of Movement Control
- First Destination Reporting Points

The following key points were discussed: Movement Control principles, and how First Destination Reporting Points provide a means to execute those principles.

Senior Transportation Officer Qualification Course
Introduction to Movement Control

Quick Challenge

QUICK CHALLENGE

You need to divert cargo in transit to an alternate route. What principle and organization can assist you in this function?

Select the best answer and then select Submit.

A. Regulated Movements Principle, Combatant Commander

✓ B. Fluid and Flexible Principle, Movement Regulating Team

C. Effective Use of Carrying Capacity Principle, Movement Control Team

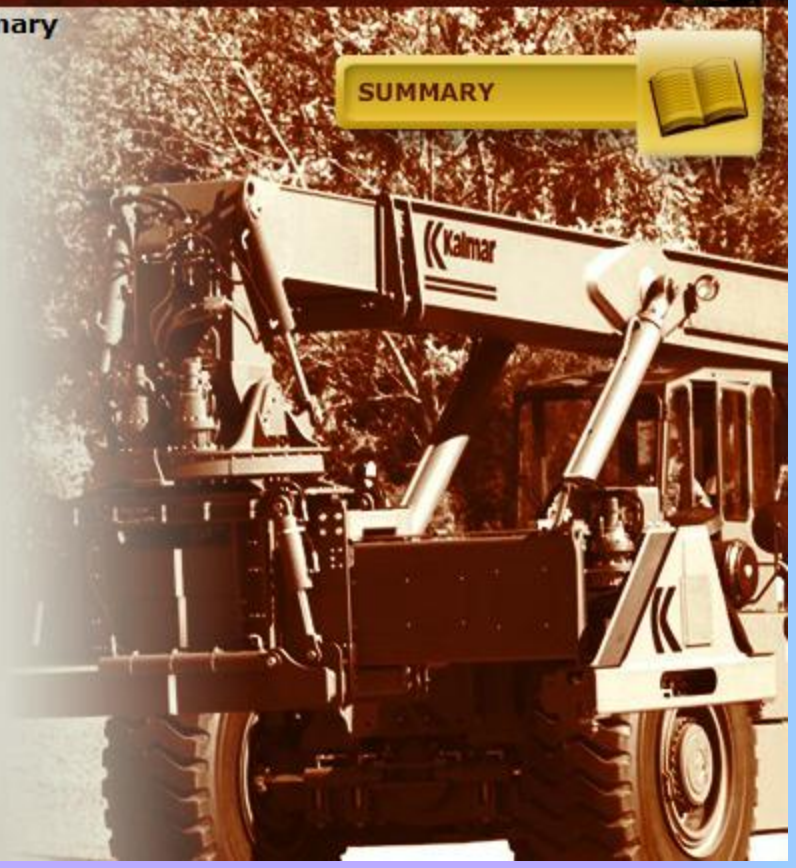
D. Centralized Control/Decentralized Execution Principle, Theater Sustainment Command

Senior Transportation Officer Qualification Course
Introduction to Movement Control

Summary

In this lesson, you have learned about Movement Control principles and concepts including:

- Centralized control
- Decentralized execution
- Regulated movements
- Fluid and flexible movements
- Effective use of carrying capacity
- Forward support
- Types of movement
- Forward Destination Reporting Points



Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Motivator

In this lesson, you will learn about the functions necessary to perform Movement Control.

Knowing these functions and the staffs and organizations that perform them will prepare you to address and prevent movement control problems.

As a Senior Transportation Officer, your knowledge of Movement Control functions will help you plan a movement program that balances efficiencies to the operational tempo required.

Senior Transportation Officer Qualification Course

Movement Control Missions and Functions

Objectives

Action:
Identify Movement Control missions and functions and the transportation staffs and organizations that perform them.

Condition:
In an environment configured for Interactive Multimedia Instruction (IMI).

Standard:
Identified Movement Control missions and functions and the staffs and organizations responsible for Movement Control execution to include:

- Movement Control Functions
- How different echelons address Movement Control
- Movement Program
- Movement Control Brigades
- Movement Control Teams

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Lead-in

LEAD-IN

Controlling movement is mandatory in the conduct of an efficient and agile transportation/distribution system.

Knowing how different echelons address Movement Control functions and concerns will help you interact with transportation organizations in a way that is relevant to them.

The knowledge you gain in this lesson will increase your communication effectiveness.

Senior Transportation Officer Qualification Course

Movement Control Missions and Functions

Main Menu

BRANCHING

Movement Control Functions and Echelons

Incomplete

Movement Program

Incomplete

Organization Responsible

Incomplete

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Certain functions must be performed to execute Movement Control.

The role different organizations play in performing these Movement Control functions will impact your communications:

- Planning
- Allocating
- Routing
- Coordinating
- In-transit Visibility

Movement Control Functions

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Planning

Planning must take into account the known and anticipate the unknown.

To perform this function successfully movement planners must:

- Be Flexible
- Know the battlefield, the mission and the concept of operations
- Have alternative plans
- Know the distribution system
- **Know customer activities**

Staff planning coordination with other functional planners ensure plans are:

- Synchronized with supporting and supported commands
- Supporting the concept of operation

The transportation planning function is vital to the success of military operations at all levels of command.

Staff planners serve on the coordinating or special staffs at each echelon of command.

Know Customer Activities

These customer characteristics will impact your movement planning:

- The frequency and magnitude of a customer's transportation requirements
- A customer's material and container-handling capabilities

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Allocating

The allocation function assigns transportation capability against planned transportation tasks.

Plans are made to respond to contingencies and as required the planner must:

- Have needed information immediately available
- Make decisions on how best to meet the emergency
- Support a discovered opportunity
- Know the Line of Communication (LOC) status
- Know the Main Supply Route (MSR) condition
- Know the location of assets and their availability
- Prioritize use of assets

To execute timely allocations, Movement Control units require automated information system support and assured communications.

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Movement Control Missions and Functions

Routing

The routing function is the process of coordinating and directing movements.

To prevent conflict and congestion, you may be coordinating, directing, or regulating movements on:

- The MSR
- An alternate supply route
- LOC

When routing traffic, movement planners consider the following routing principles:

- Prioritize traffic
- Consider the capacities of roads/bridges for sustained movements
- Separate motor and pedestrian movements
- Separate civilian and military movements
- Consolidate shipments along a selected route

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Movement Control Missions and Functions

Coordinating

Movement control units interface with units and shippers to coordinate transportation support.

This coordination process depends heavily on reliable communications as these considerations and functions are performed:

- Match requirements with modes
- Task mode and terminal operators to provide support

As required, coordination includes interfacing with allied forces, host nations, and non-governmental agencies.

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Movement Control Missions and Functions

In-transit Visibility

In-transit Visibility (ITV) enables Movement Control units to answer the information needs of commanders and accomplish the planning and allocation functions to support them.

As a Senior Transportation Officer, you should know how ITV information is gathered, distributed, and updated.

The United States Transportation Command (USTRANSCOM) uses the Global Transportation Network (GTN) for tracking strategic movements.

Theater Transportation Commanders use the Movement Tracking System to track movements.

Gathering information from automated information systems and other sources is necessary to keep track of equipment, personnel, and supplies, as they move through the transportation system.

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Key Points

KEY POINTS

The following key points regarding Movement Control functions were discussed:

- Planning
- Allocating
- Routing
- Coordinating
- In-transit Visibility

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Quick Challenge

QUICK CHALLENGE

You are being tasked to resolve a conflict involving two units turning through a busy intersection at the same time from opposing directions.

What routing fundamental should have been followed to avoid this situation? Select the best answer and then select Submit.

A. Balance

B. Separation

C. Distribution

D. Coordinating

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Movement Control Missions and Functions

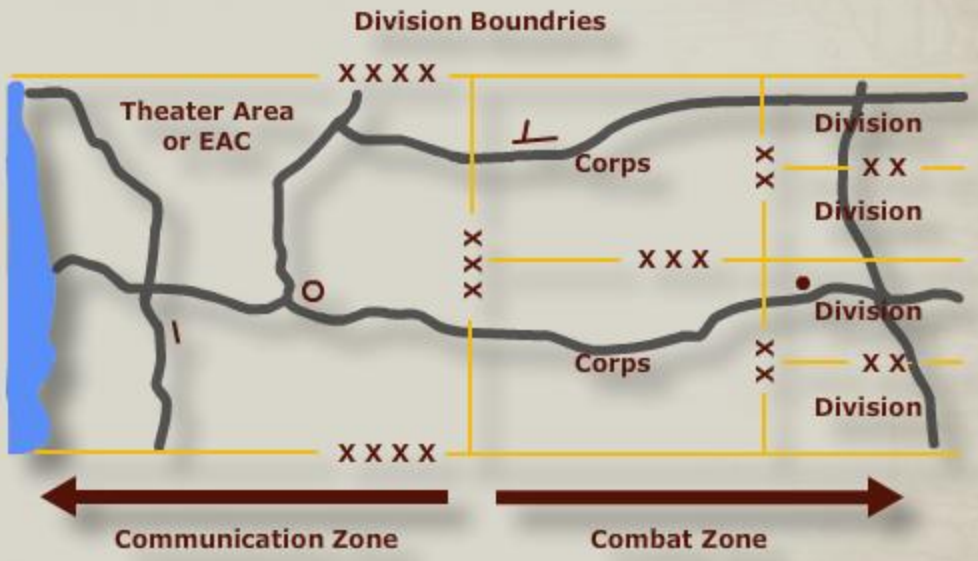
A unit's involvement in Movement Control functions and activities is relative to its echelon hierarchy.

In the modular force, a Movement Control Brigade (MCB) is under the tactical control (TACON) or the administrative control (ADCON) of a sustainment brigade when the sustainment brigade is the senior logistics headquarters in an Area of Operations (AO).

Each of these levels have varying Movement Control involvement:

- Echelons Above Corps (EAC)
- Corps
- Division

Levels of Movement Control



Units at Echelons Above Corps, corps level, and division level have different responsibilities and interests in Movement Control activities.

However, the coordination and interoperability of processes and systems between all levels are critical to movement success.

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Movement Control Missions and Functions

EAC

Movement Control organizations above corps are in the operational and tactical phases of wartime Movement Control.

Movement Control at the EAC theater level has these characteristics:

- Army TRANSCOM enables critical planning and operational linkage for worldwide transportation operations.
- EAC Movement Control is conducted through the senior Movement Control organization, the **Theater Sustainment Command (TSC).**

Theater Sustainment Command (TSC)

The TSC aids EAC Movement control operations by:

- Focusing on transportation operations in a specific AO
- Using subordinate Movement Control Battalions (MCB) to execute movements through Movement Control Teams (MCTs)

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Movement Control Missions and Functions

Corps Staffs

The corps combines the operational and tactical levels of war.

Movement planning is conducted by the corps:

- G3 and G4 staffs with recommendation from the Corps Transportation Officer (CTO)
- Corps Support Command (COSCOM) support operations staff

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Movement Control Missions and Functions

Starting at the corps and division levels, the **Movement Control Brigade (MCB):**

- Controls movement in the AO
- Supervises Movement Control Teams (MCTs) or movement personnel allotted to facilitate transportation at critical nodes and locations

The corps Movement Control Brigade controls the movement of all personnel, units, and materiel in the corps area of operations.

Movement Control Brigade (MCB)

The corps MCB controls movement at the corps level by:

- Centralizing Movement Control and highway regulation
- Providing central headquarters for assigned MCTs and Movement Control personnel
- Receiving asset visibility data for tactical and nontactical moves
- Acting as a manager of movement requirements and priorities

Corps Movement Control

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Division

At the division level, staff is responsible for movement planning and execution.

Division transportation forges logistics functions into a network dedicated to supporting the division commander's scheme of maneuver and support operations.

This support is facilitated by division and separate brigade Transportation Officers (TOs) who:

- Coordinate with the corps **MCB**
- Have MCT augmentation

MCB

MCBs at the division level coordinate with the TO:

- To obtain transportation assets to meet division requirements beyond the division's organic capability
- Regarding Movement Control and highway regulation plans

Unlike the Echelons Above Corps, the division level staff has a more hands on interface in the execution of Movement Control.

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Movement Control Missions and Functions

Key Points

The following key points were discussed:

KEY POINTS

- EAC Movement Control
- Corps Movement Control
- Division Movement Control

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Quick Challenge

QUICK CHALLENGE

At what levels do Movement Control Brigades supervise Movement Control Teams to assist in Movement Control operations?

Select the best answer and then select submit.

A. EAC and MSB

✓ B. Corps and division

C. Corps and Sustainment Brigade

D. EAC and Army TRANSCOM

Senior Transportation Officer Qualification Course

Movement Control Missions and Functions

Main Menu

BRANCHING

Movement Control Functions and Echelons

Complete

Movement Program

Incomplete

Organization Responsible

Incomplete

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Movement Program

A Movement Program is a command directive and serves as an authority to commit transportation assets.

The Movement Program is used to preplan anticipated transportation requirements in a manner that supports the commander's priorities.

Preparation of the Movement Program is conducted at different levels by these personnel:

- EAC - TCE and MCB
- Corps - MCB
- Division - Division Transportation Officer (DTO)

It is vital that supporting units provide accurate data when developing transportation requirements and inform movement planners of current and projected operating sites.

Movement planners must have good communications with supporting units to develop an efficient Movement Program.

The successful support of combat operations relies on an effective Movement Program.

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Use of the Movement Program

Programmed shipments are preplanned and should be included in a Movement Program.

Many units rely on the Movement Control Program to direct their actions.

The Movement Program:

- Authorizes the MCTs to issue Transportation Movement Releases (TMRs)
- Directs mode operators to furnish assets and arrange commercial movements
- Alerts receiving units to accept programmed shipments so that they can unload transportation assets promptly

The Movement Program gives the authority to get things moving.

Many units use the Movement Program to determine what to release for transport and distribute.

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Developing a Movement Program

There are nine basic steps in preparing a Movement Program.

Step 1 -Assess the distribution pattern.
Step 2 -Determine requirements.
Step 3 -Determine transportation capabilities.
Step 4 -Balance the requirements against the capabilities.
Step 5 -Determine Critical Points.
Step 6 -Determine Check Points.
Step 7 -Determine shortfalls and recommended solutions for handling the shortfalls.
Step 8 -Coordinate the Movement Program.
Step 9 -Publish and distribute the program.

Detailed information on each of these steps can be found in FM 4-01.30, Movement Control.

Many of the principles you have learned regarding transportation will be manifested in the Movement Program you develop.

Following these steps using accurate information and the application of Movement Control principles will set you on a path to develop an efficient Movement Program.

Key Points

The following key points were discussed:

KEY POINTS

- What a Movement Program is
- Who prepares the Movement Program
- Who uses the Movement Program
- Steps used to prepare a Movement Program

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Quick Challenge

QUICK CHALLENGE

Who uses the Movement Program for authority to issue Transportation Movement Releases (TMRs)?

Select the best answer and then select Submit.

- A. Movement Control Teams (MCTs)
- B. Division Transportation Officer (DTO)
- C. Corps Transportation Officer (CTO)
- D. Movement Control Brigade

Senior Transportation Officer Qualification Course

Movement Control Missions and Functions

Main Menu

BRANCHING

Movement Control Functions and Echelons

Complete

Movement Program

Complete

Organization Responsible

Incomplete

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Movement Control Battalion

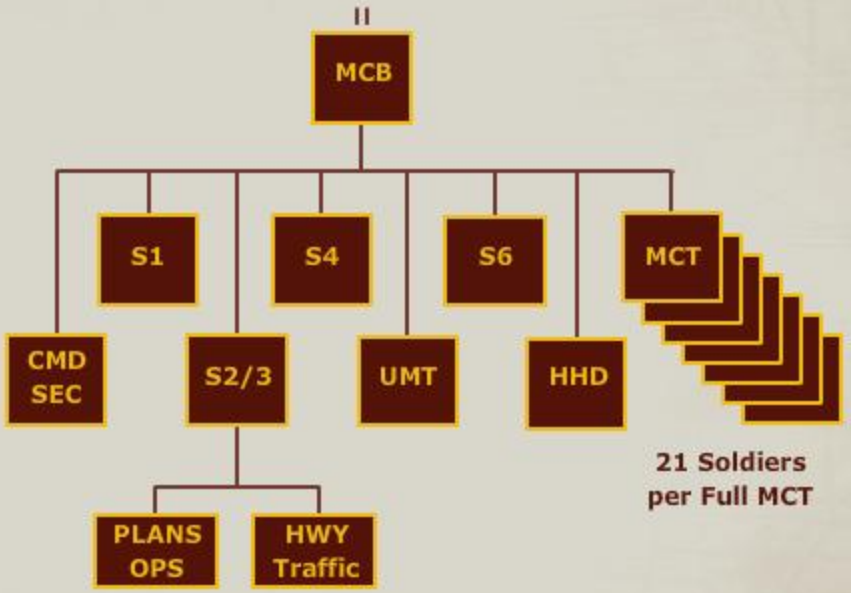
A Movement Control Battalion (MCB) will have as many subordinate MCTs as needed to operate in its AO. The MCB mobility officer is responsible for planning and monitoring the employment of the attached MCTs.

Factors that influence the number of MCTs include:

- Customers
- Air
- Terminals
- Rail terminals
- Sea ports
- Main Supply Routes (MSRs)

The MCB functions as the theater Movement Control Center as required.

Select the tabs at the bottom of the screen for additional information.



EAC | CORPS | DIVISION

EAC

At the EAC level, the MCB is subordinate to the Theater Sustainment Command.

Responsibilities of the MCB specific to the EAC level include:

- Coordinates with corps MCBs, host nation transportation agencies, transportation mode operators, and customers
- Assists in planning and executing plans for reception, staging, and onward movement
- Assists in the planning and execution of plans for retrograde of personnel, equipment, and sustainment supplies
- Actions associated with marshalling and staging areas

CORPS

At the corps level, the MCB works directly with the CTO.

Responsibilities of the MCB at the Corps level include:

- Establishing movements and highway regulation
- Command and control of its functional divisions
- Commanding, allocating, and supervising the operation of attached or assigned:
  - MCTs and Movement Control personnel
  - Movement Regulating Teams (MRTs)

DIVISION

MCB at the division level are attached to support routine DTO functions including the supervision of attached MCTs and Movement Control personnel.

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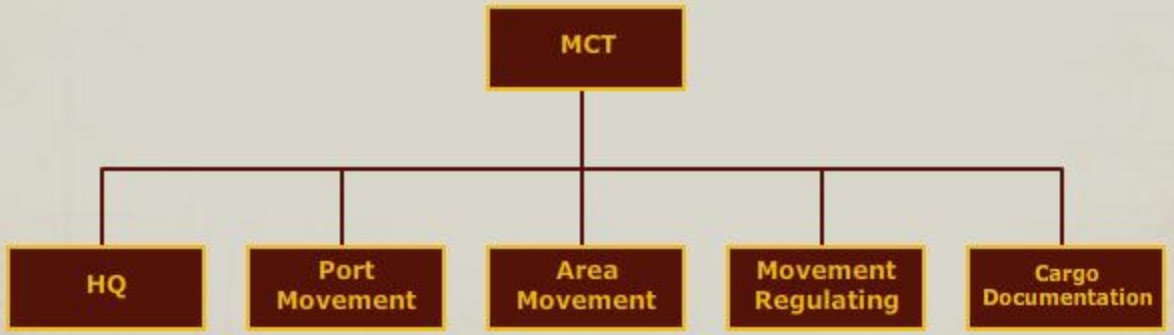
Movement Control Missions and Functions

Movement Control Team

Movement Control Teams (MCTs) are the common point of contact for mode operators and users of transportation. MCTs are attached to MCBs in the theater to decentralize execution of movement.

A fully staffed Movement Control Team has a headquarters section and four identical sub-units (or sections) and 21 personnel.

The MCT is capable of operating as a single team or separately, performing different Movement Control functions at up to four different locations.



The Movement Control Team is the execution element of the movements system.

Their skills and capabilities are utilized throughout theater sustainment and deployment operations.

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Movement Control Missions and Functions

MCT Missions

The MCT is capable of conducting the following missions:

- Coordinate transportation support, highway clearance and inbound clearance for moving units, personnel, and cargo
- Coordinate transportation movements, diversions, re-consignments, and transfers of units, cargo and personnel
- Provide technical expertise to transportation users within its assigned area of responsibility
- Provide In-transit Visibility of unit equipment and sustainment cargo movements in an assigned area of responsibility
- Observe, assess, and report progress of tactical/nontactical transportation movements along MSRs, alternate supply routes, and through critical nodes
- Adjust movement schedules as necessary to coordinate the movement of authorized traffic
- Provide First Destination Reporting Points (FDRPs)
- Commit transportation assets

Theater movement is greatly enhanced by the expertise supplied by Movement Control Teams.

A fully staffed Movement Control Team can perform every type of Movement Control mission on a 24 hour basis.

Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Echelons and MCTs

The MCT is capable of performing every Movement Control mission at different echelons in accordance with the need and Mission, Enemy, Terrain and weather, Troops and support available, Time available, and Civil considerations (METT-TC) to include:

- Port movement
- Area movement
- Movement regulating
- Cargo documentation
- Division support

Division MCT

The mission of division support MCTs is to augment the DTO.

The DTO in the division structure is limited in the manning required to conduct the full range of transportation support planning, programming, and operations required for combat operations.

The DTO depends on division support MRTs for:

- 24-hour coverage of Movement Control functions
- Assistance in scheduling, controlling, and coordinating movements
- In-transit Visibility in the division area
- Execution of highway regulation
- Operation of the first destination reporting point

EAC MCT

At the EAC level, MCTs contribute to the development of procedures, documents, and practices to facilitate local movement.

These MCT functions are relevant to the EAC level:

- Port movement
- Area movement
- Movement regulating
- Cargo documentation

Corps MCT

Corps has an MCT function not found at EAC, division support.

MCT personnel are assigned to each corps subordinate division to provide needed augmentation.

The corps MCB commander extends his control by positioning MCTs throughout the corps area.

Allocation of teams include the following:

- One MCT per Sustainment Brigade and division and at each critical transportation node in the corps area, and at air, rail, and sea ports.
- MRTs at key transportation nodes and other critical locations on MSRs to expedite surface movements.

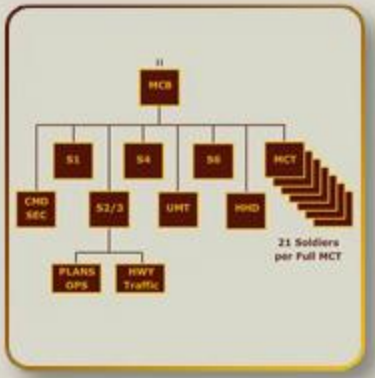
Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

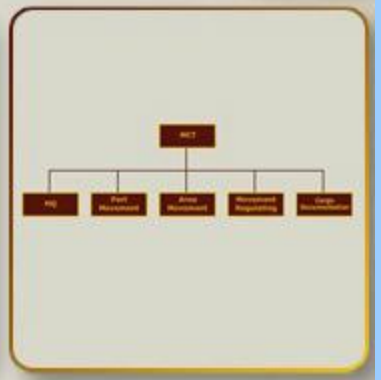
Key Points

The following key points were discussed:

- Movement Control Battalions relationships to echelons and Movement Control Teams
- Movement Control Teams, structure, missions and echelon functions

KEY POINTS





Senior Transportation Officer Qualification Course
Movement Control Missions and Functions

Quick Challenge

QUICK CHALLENGE

You are in need of information regarding the progress of a unit supply convoy along a main supply route. What organization gathers the information you seek?

Select the best answer and then select Submit.

A. Movement Control Battalion

B. Movement Control Team

C. Division Transportation Officer

D. Corps Transportation Officer

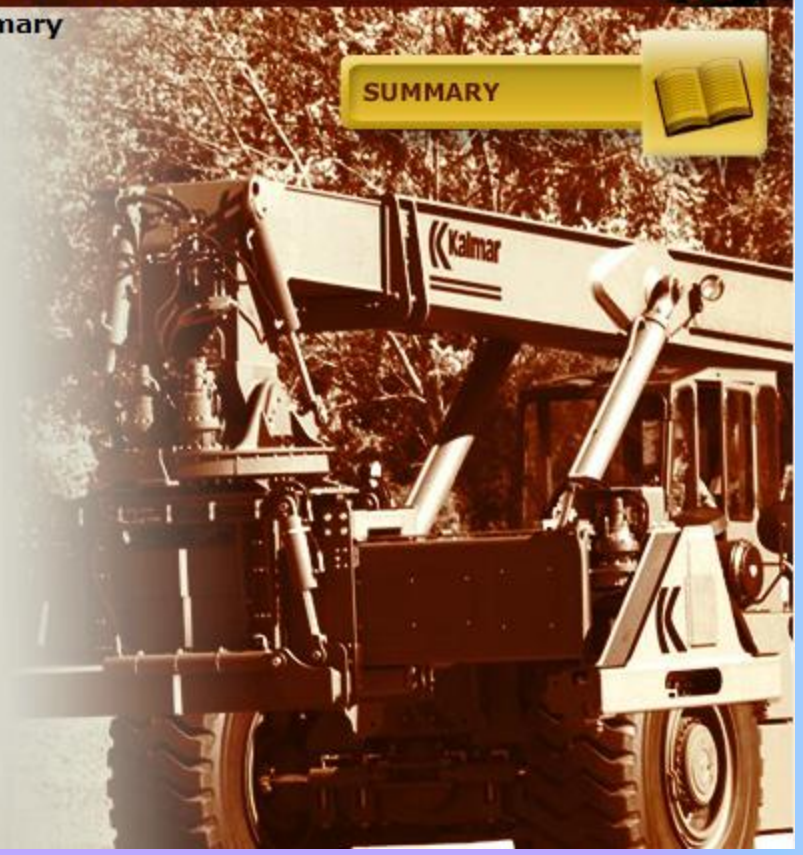
Senior Transportation Officer Qualification Course

Movement Control Missions and Functions

Summary

In this lesson, you have learned about the organizations responsible for Movement Control execution to include:

- Movement Control functions
- How different echelons address Movement Control
- Movement Program
- Movement Control Brigades
- Movement Control Teams



In this lesson, you have learned about the organizations responsible for Movement Control execution at different echelons.

You have also learned about Movement Control functions and how Movement Control is addressed at different echelons, as well as, elements needed for successful Movement Control execution, such as the Movement Program, the Movement Control Brigades, and Movement Control Teams.

Senior Transportation Officer Qualification Course
Movement Control Organizations Lesson Assessment 1

Instructions

Welcome to the Senior Transportation Officer Qualification Course Movement Control Organizations Lesson Assessment. This assessment is designed to measure your knowledge of the principles and concepts that guide movement control organizations within the operational environment.

This test contains 10 multiple choice questions. Some questions require a single answer and others allow multiple answers.

- Read each question carefully.
- Answer each question by clicking on the desired response.
- Verify that your response has been selected.
- Single answer questions will place a dot in the selected response.
- Multiple answer questions will place a check mark in the box next to each response selected.
- After choosing your response(s), select the Submit button. The next question will automatically display.
- You may choose to mark a question and answer that question later.
- When you reach the end of the test, you will be prompted if you marked and skipped any questions. You are also provided the opportunity to review any or all questions before having your test scored.

The Army standard for this test is 75 percent.

- If you achieve the standard, you may proceed to the next lesson.
- If you do not achieve the standard, you may:
  - Retake the test immediately.
  - Review any or all of the content and then retake the test.

Select the Next arrow to begin the Movement Control Organizations Lesson Assessment.

This is not really the intro slide for the assessment. But I have redone all the slides for this lesson – Brain cramp on my part for the errors on the other group. Good luck on the assessment! DMS